This record is a partial extract of the original cable. The full text of the original cable is not available.

UNCLAS SECTION 01 OF 02 PRETORIA 001704

SIPDIS

DEPT FOR AF/EPS AND AF/S/TCRAIG AND KGAITHER

SENSITIVE BUT UNCLASSIFIED

E.O. 12958: N/A
TAGS: EWWT PTER ECON SF IMO
SUBJECT: SAG OFFICIALS RECEPTIVE TO U.S. INTERNATIONAL PORT
SECURITY PROGRAM

REFTEL: A) 04 PRETORIA 4199
         B) 04 DURBAN 113

(U) Sensitive but Unclassified. Not for Internet distribution.
Please protect accordingly.

¶1. (SBU) SUMMARY. South African officials were receptive to
U.S. Coast Guard (USCG) Officer Brian Gilda's presentation of the
International Port Security Program (IPSP). Officials openly
discussed South Africa's efforts to comply with and implement the
International Ship and Port Facility Security (ISPS) Code. The
Coast Guard's follow-up letter to formalize the program should be
addressed to Department of Transport (DOT) Director-General Mpumi
Mpofu. U.S. officials should continue to highlight the value of
multilateral cooperation, reciprocal visits, and the exchange of
port security best practices to ensure maximum SAG cooperation on
the program. Meetings with officials from other Department of
Homeland Security (DHS) agencies based in South Africa were also
productive. This cable was cleared by USCG Officer Brian Gilda.
END SUMMARY.

¶2. (U) U.S. Coast Guard (USCG) Officer Brian Gilda and Econoff
met with South African government officials and maritime
transport industry representatives April 18-21 to present the
U.S. Coast Guard's International Port Security Program (IPSP).
The program fulfills USCG responsibilities under the U.S.
Maritime Transportation Security Act to assess the effectiveness
of security measures implemented in overseas ports. Gilda also
presented the program to officials from other DHS agencies based
in South Africa (i.e., Customs and Border Patrol - CBP,
Immigration and Customs Enforcement - ICE, Container Security
Initiative - CSI, ICE Attache, as well as the Drug Enforcement
Agency). Those officials expressed appreciation at being
informed of the IPS program prior to its formalization in South
Africa and offered valuable insight on key individuals and
agencies within South Africa's maritime industry.

SOUTH AFRICAN RESPONSE TO IPSP

¶3. (SBU) Gilda was well-received by DOT, Customs, NPA, and South
African Port Operations (SAPO) officials who also expressed
interest in Gilda's proposal to cooperate in the areas of ISPS
compliance and maritime security. DOT Deputy Manager for
Maritime Regulation Andrew Maswanganye, who is also acting-chair
of the national maritime security committee (MSEC), said he
looked forward to "an exchange of best practices." He said that
he would like to present the program at the next MSEC meeting
scheduled for May. South African port stakeholders hold monthly
port security meetings (PSEC) and national stakeholders meet
every other month (MSEC).

¶4. (SBU) SAPO Senior Manager for Security Vusi Khumalo and NPA
Durban Port Manager for Security Justice Blose were excited about
prospects for bilateral collaboration on port and maritime
security issues. These officials and others openly discussed
South Africa's efforts to implement the ISPS Code as well as
challenges they have faced.

SOUTH AFRICA'S ISPS IMPLEMENTATION EFFORTS

¶5. (SBU) South Africa has created a "master security plan" to
serve as the basis for all port and port facility security plans.
(NOTE: Unlike the United States where the entire port is a port
facility, South Africa considers individual terminals within the
port to be port facilities. END NOTE). In addition, Econoff
observed noticeable improvements since last July at Durban Port's
Maydon Wharf. Security officers now conduct thorough screenings
at temporary booms stationed at every road throughout Maydon
Wharf where the water can be accessed from public roads.
Officials also confirmed that South Africa requires a 96-hour
notification and manifest prior to arrival at port.

¶6. (SBU) NPA officials told Econoff that the Authority is
developing a web-based portal system to receive and disseminate
pre-arrival documentation to the various national agencies and
will begin rolling it out at the East London port in September
¶2005. Officials also said that South African Police Services

(SAPS) plan to launch a harbor police unit consisting of 900 officers later this year. Officials and industry representatives at the Durban and Cape Town ports said they have struggled to find a balance between the need for security and restricting access to areas that historically have been open to the public.

WHO HAS AUTHORITY OVER PORT SECURITY ISSUES?

¶7. (SBU) South Africa's Department of Transport (DOT) issues policies and regulation pertaining to sea ports, while the National Ports Authority (NPA) implements them. In June 2004, the DOT amended the Merchant Shipping Act of 1951 to include Maritime Security Regulations. The regulations incorporate the International Ship and Port Facility Security (ISPS) Code. South Africa declared its ports to be in compliance with the ISPS Code in July 2004 (Reftel B). DOT Director-General Mpumi Mpofu has direct responsibilities for maritime security and should be the recipient of the Coast Guard's follow-up letter to formalize the program.

COMMENT

¶8. (SBU) The South African government values a multilateral approach on most issues. Gilda's emphasis on the reciprocal visit aspect of the International Port Security Program resonated with South African officials. His depiction of the program as an opportunity to share best practices in the interest of effective ISPS implementation was also well-received. This strategy and focus should be pursued during future interactions with the SAG to ensure maximum cooperation on the program.

¶9. (U) This cable was cleared by USCG Officer Brian Gilda.

FRAZER